| | | | | | |
|---|---|---|---|---|---|
| **2.d.5** | Illusions — operational visual scenes which portray representative physical relationships known to cause landing illusions, for example short runways, landing approaches over water, uphill or downhill runways, rising terrain on the approach path and unique topographic features.<br>*Note.— Illusions may be demonstrated at a generic airport or at a specific airport.* | | | | **X** |
| **2.e** | **Correlation with airplane and associated equipment.** | | | | |
| **2.e.1** | Visual cues to relate to actual airplane responses. | **X** | **X** | **X** | **X** |
| **2.e.2** | **Visual cues during take-off, approach and landing.** | | | | |
| **2.e.2.a** | Visual cues to assess sink rate and depth perception during landings. | | **X** | **X** | **X** |
| **2.e.2.b** | Visual cueing sufficient to support changes in approach path by using runway perspective. Changes in visual cues during take-off, approach and landing should not distract the pilot. | **X** | **X** | **X** | **X** |
| **2.e.3** | Accurate portrayal of environment relating to airplane attitudes. | **X** | **X** | **X** | **X** |
| **2.e.4** | The visual scene must correlate with integrated airplane systems, where fitted (e.g. terrain, traffic and weather avoidance systems and HUD/EFVS). | | | **X** | **X** |
| **2.e.5** | The effect of rain removal devices must be provided. | | | **X** | **X** |
| **2.f** | **Scene quality.** | | | | |
| **2.f.1** | **Quantization.** | | | | |
| **2.f.1.a** | Surfaces and textural cues must be free from apparent quantization (aliasing). | | | **X** | **X** |
| **2.f.1.b** | Surfaces and textural cues must not create distracting quantization (aliasing). | **X** | **X** | | |
| **2.f.2** | System capable of portraying full color realistic textural cues. | | | **X** | **X** |
| **2.f.3** | The system light points must be free from distracting jitter, smearing or streaking. | **X** | **X** | **X** | **X** |
| **2.f.4** | System capable of providing representative focus effects that simulate rain (e.g. reduced visibility and object resolution in the out the window view as a result of rain). | | | **X** | **X** |
| **2.f.5** | System capable of providing light point perspective growth (e.g. relative size of runway and taxiway edge lights increase as the lights are approached). | | | **X** | **X** |
| **2.g** | **Environmental effects.** | | | | |
| **2.g.1** | The displayed scene must correspond to the appropriate surface contaminants and include runway lighting reflections for wet, partially obscured lights for snow, or suitable alternative effects. | | | **X** | **X** |
| **2.g.2** | Special weather representations which include the sound, motion and visual effects of light, medium and heavy precipitation near a thunderstorm on take-off, approach and landings at and below an altitude of 600 m (2 000 ft) above the airport surface and within a radius of 16 km (10 sm) from the airport. | | | **X** | **X** |
| **2.g.3** | One airport with a snow scene to include terrain snow and snow-covered taxiways and runways. | | | **X** | **X** |
| **2.g.4** | In-cloud effects such as variable cloud density, speed cues and ambient changes should be provided. | | | **X** | **X** |
| **2.g.5** | The effect of multiple cloud layers representing few, scattered, broken and overcast conditions giving partial or complete | | | **X** | **X** |